

Message Text

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ACTION EB-11

INFO OCT-01 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

INR-10 NSAE-00 RSC-01 FAA-00 DOTE-00 SS-20 NSC-10

IO-14 L-03 OMB-01 TRSE-00 SAM-01 PA-04 USIA-15 PRS-01

SPC-03 DRC-01 /130 W

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R 131619Z FEB 74

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 6828

INFO AMEMBASSY BRUSSELS

LIMITED OFFICIAL USE PARIS 3903

E.O. 11652: N/A

TAGS: ETRN, FR

SUBJECT: TRANSFER OF AIRLINES TO CDG AIRPORT

REF: PARIS 3436

BRUSSELS FOR FAA

1. REFTEL OVERTAKEN SINCE WE UNDERSTAND CHARLES DE GAULLE (CDG) AIRPORT PROBLEMS HAVE ESCALATED TO ATTENTION OF TRANSPORT MINISTER GUENA. AT MEETING LAST WEEK WITH GOF SERVICES CONCERNED FOLLOWING FEB. 4 MEETING WITH CARRIERS REPORTED REFTEL, GUENA'S STAFF AWOKE SOMEWHAT BELATEDLY TO THESE PROBLEMS AND NOW APPEARS ANXIOUS RESOLVE THEM IN ORDER NOT MARR AIRPORT OPENING. PANAM HAS HEARD GUENA HIMSELF HAS SINCE BEEN IN TOUCH WITH AIR FRANCE AND AIR INTER RE CONNECTING SERVICES THEY WILL PROVIDE, AND GUENA'S DIRECTEUR DE CABINET HAS AGREED MEET WITH CDG-BOUND FOREIGN CARRIERS FEB. 14. SINCE MATTER NOW BEING ADDRESSED AT HIGHER LEVEL THAN SGAC WITHIN GOF, REFTEL RECOMMENDATION RE DEMARCHE TO GRIMAUD IS OF COURSE WITHDRAWN.

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2. CDG PROBLEMS ARE ALSO BEGINNING TO BE AIRED*IN RESS. TRADE WEEKLY AIR ET COSMOS IN ITS FEB. 9 ISSUE LISTS GRIEVANCES OF FOREIGN CARRIERS, INCLUDING POOR CONNECTING SERVICES AND INADEQUATE SURFACE TRANSPORTATION BETWEEN CDG AND PARIS AND ABSENCE ANY DIRECT BUS SERVICE BETWEEN CDG AND ORLY. FOLLOWING AIR FRANCE'S EARLIER CRITICISM OF CDG (PARIS 2915), AIR INTER IN TURN IS COMPLAINING OF BEING FACED WITH FAIR ACCOMPLI, ACCORDING FEB. 13 LE MONDE. VERGNAUD, AIR INTER'S PRESIDENT, TOLD PRESS AIR INTER WAS NEVER CONSULTED ABOUT ARRANGEMENTS PLANNED FOR CDG AND WAS ORDERED BY GOF OPERATE THREE FLIGHTS DAILY FROM CDG TO MARSEILLE AND LYON. AIR INTER ALSO BITTER BECAUSE AIR FRANCE WAS GIVEN TEMPORARY TRAFFIC RIGHTS FOR TWO FLIGHTS DAILY TO BORDEAUX AND TOULOUSE WHEN AIR INTER REFUSED PROVIDE THIS SERVICE AT OUTSET. (COMMENT: REFERENCE HERE SEEMS TO BE TO FLIGHTS PROGRAMMED SOME TIME AGO AND OF WHICH US DEL INFORMED BY PANAM DURING BILATERAL CONSULTATIONS.)

3. RE PARA 5 REFTTEL, AIR ET COSMOS REPORTS CONCERN OF CARRIERS THAT CHARTERS MAY BE OPERATED FROM LE BOURGET IN VIEW OF NOTIFICATION TO THAT EFFECT ALREADY RECEIVED BY ONE CARRIER (TWA). WE HAD FOLLOWED UP ON THIS MATTER WITH TWA PARIS OFFICE, BUT THEY APPEAR STILL TO BE STUDYING QUESTION AND NOT TO HAVE DECIDED ON ANY COURSE OF ACTION.

4. WHILE PRIORITY OBJECTIVE OF CDG-BOUND FOREIGN CARRIERS IS, OF COURSE, TO ENSURE BETTER CONNECTING SERVICES THAN NOW PLANNED, DELAY UNTIL NOV. 1974 OF TRANSFER OF AIR FRANCE NORTH ATLANTIC SERVICE FROM ORLY TO ROISSY STILL RANKELS THEM. NEITHER THEY NOR WE HAVE YET RECEIVED ANY EXPLANATION FROM AIR FRANCE OF GOF FOR ALLEGED RESONS FOR DELAY, BEYOND VAGUE REFERENCE TO FINANCIAL BURDEN FOR AIR FRANCE. PANAM'S CONTINUING SENSITIVITY ON THIS POINT IS UNDERSTANDABLE, FOR WHILE AIR FRANCE HAS ESTIMATED THAT ITS MOVE TO CDG WILL COST 100 MILLION FR. EXPENDITURE SPREAD OVER THREE YEARS, INCIDENTALLY) COST TO PANAM IS STILL LIMITED OFFICIAL USE

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A WHOPPING \$5.5 MILLION OR 27.5 MILLION FR. VERGNAUD TOLD PRESS COST TO AIR INTER WOULD BE 17 MILLION FR. IRWIN

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